

# Like a Magical Story From The Arabian Nights

## .....Development of Goldfield and Tonopah.....

GOLDFIELD, Nev., Jan. 19.—At last the congestion of freight, which has proved a serious hindrance to the rapid development of Goldfield and Tonopah has been relieved to some extent, and cars are coming through now with greater regularity, a fact which bodes well for the upbuilding of the country. Though greater activity is expected in the future because of this break in the congestion of freight traffic, the near at hand opening of the San Pedro, Los Angeles & Salt Lake railroad, better known as the "Clark road," will materially benefit the two big mining districts and will contribute greatly to the expansion which the earlier settlers saw was inevitable after they had been over the ground and realized the almost limitless wealth which nature had husbanded in her earthly storehouses.

The writer attempts with some misgiving a portrayal of the scene of activity and empire building in this land of alternate desert and snow capped mountains. So little time has elapsed since the discovery of the magnet "gold" which has drawn to its confines men almost innumerable, the section's growth is so marvelous and has been accomplished in such an incredible short space of time, that it is almost impossible of description or belief.

The activity along the lines of transportation leading to the new gold camps is better illustrative of the wonderful progress and development now at hand than perhaps any other simile.

### Vast Accumulations of Merchandise.

From Reno, the point where the main line of travel is left, south to Goldfield one sees on every hand vast accumulations of merchandise of all manner and kinds. At this writing there are strung along the several lines of railroads from Truckee, Cal., to Tonopah, the equivalent of 1,800 narrow gauge cars of freight, every pound of which is destined to Tonopah and Goldfield. This has been almost the condition ever since the completion of the Tonopah line July 25 last. Traffic conditions became congested to such an extent that in December an announcement was made by the Southern Pacific company, that, for a period of thirty days, no freight for these points, other than such necessary articles as clothing and food would be accepted for shipment. Happily, however, the congestion is now practically at an end.

It cannot be said that the transportation lines have been neglectful of their duty as carriers; on the other hand everything possible has been done to relieve these conditions, and it is toward this permanent end that the lines south of Moundhouse are now being standard gauged. The growth here has not been of a kind that could be anticipated. It has come by leaps and bounds, and at times and from points possibly least expected.

The Tonopah railroad has kept pace with every phase of the country's development and is now in active preparation for its extension south, to Goldfield, which point it will reach during the latter months of the coming year. The Tonopah railroad was built and is operated by the Tonopah Mining company of Nevada, without doubt the most valuable mining property in the Tonopah district, owning as it does the famous Mizpah, Valley View, Hurro, Buck Board and other claims, and although only a few months have elapsed since the completion of its sixty miles of track the statement is ventured that nowhere in the west can be found a better roadbed, fewer curves or steeper grades.

### Obstacles Met and Overcome.

Under a capable management obstacles, such as fortunately fall to the lot of but few western lines, have been met and surmounted, and the wonderful progress and development of the whole southern section of the state is due largely to its untiring energy. At the head of the local management is Alonzo Tripp, general superintendent and general freight and passenger agent. Mr. Tripp's former years of railroad experience adapts him to the construction and maintenance department. Mr. Tripp was born in Kentucky, Me., in 1839, and started his railroad career as freight and ticket agent on the Allegheny Valley railroad at the age of 20 years. In 1868 he was advanced to the position of general yardmaster, which position he held until 1882.

From 1882 to 1890 he was in the service of the Baltimore & Ohio railroad as general yardmaster with headquarters at Pittsburg. From 1890 to 1902 he held the position of superintendent on the Charleston, Cincinnati & Chicago railroad, and from the latter date to 1903 was superintendent of terminals for the Southern railway at Jacksonville, Fla.

In the latter part of 1903 Mr. Tripp came to Nevada to construct the Tonopah railroad, which task was completed in less than five months. Mr. A. Tripp, who holds the position of superintendent's chief clerk and purchasing agent for the road, was

ever, facilities will be enlarged to meet present conditions. With the change of gauge new equipment of all classes will take the place of the old, and the company has already placed orders with the Baldwin Locomotive works for nine new locomotives, two for pas-

senger service and seven for the heavy type for freight service. New passenger coaches have also been ordered, and with the completion of the new line Pullman sleepers will be run through from Oakland Pier to Tonopah. This latter service will be a great

boon for the business men at both ends of the line, obviating as it will the long and tiresome journey in the day coach.

Since the day the Tonopah line began operations it has never ceased to be a veritable gold producer, both the passenger and freight departments showing earnings far beyond the expectations of those most sanguine of its success.

Since the first passenger train, July 25 last, the daily average number of passengers carried into Tonopah is sixty. Figures covering the freight tonnage are in some cases astonishing. During the last sixty days were

hauled 486 cars of bulk, and 430 cars of sacked ore, the present daily ore shipments amounting to 225 tons. This quantity will be trebled once the line is in shape to handle it. From Aug. 1st to Dec. 1st, a period of four months, the incoming shipments were as follows:

Lumber, 531 cars; hay, 295 cars; grain, 111 cars; machinery, 64 cars; merchandise, 1,214 cars, making a total of 2,205 cars.

Under the head of merchandise is included all other commodities not enumerated, such as groceries, liquors,

condition bordering on chaos, the Southern Pacific company with their monarch service delivering daily to the Virginia and Truckee line more shipments for the Tonopah and Goldfield camps than they could possibly handle and forward. This condition

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